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SUMMARY

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1. The [] operation was one of the easiest TDY's to date. HQ's gave ample time for preliminary planning, although the planning period was quite active due to the fighter test series, visit of HQ's VIP's and requirement for periodic inspection on Article 359 immediately prior to the deployment. These activities also precluded desired complete shakedown of all the systems prior to deployment.

2. HQ's again scheduled airlift departures so that arrivals at [] were at a bad time for either unloading or rest for staging team. Departures were rescheduled earlier so that arrivals at [] were prior to 2100L

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23 Mar 63. Notification of [] by the Detachment prior to departure was worthwhile in that aircraft parking, base support, housing, etc were all laid on in a superior manner. The C-118 cargo was unloaded and stowed in the Ops/Commo area immediately after arrival. The C-124 was unloaded Sunday AM with a minimum of effort and no problems encountered. Unloading was completed and the signal center was operational by 1000L. Delay of the ferry flight due to the hung pogo presented no problems due to prompt notification from home base and the article was recovered at [] with no write-ups.

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3. The stand down for one day is a nice buffer in case of maintenance problems and is probably a necessity for Commo with the amount of gear to check out. LAC personnel elected to install the new pogo socket since ample time was available. No other maintenance problems occurred during the staging, although they did change three seals during the TDY when small leaks were discovered in post/preflight inspections.

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4. All missions were flown as scheduled on 26, 27 and 28 March. Results were satisfactory as far as is known with the exception of [] which failed 3 hrs 55 mins after take off and one recorder which failed on the first day. Overall results of [] were poor for all missions. An additional mission was flown on 29 Mar 63 to [] which was flown to [] and installed the night of 28 March.

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5. Re-deployment was accomplished on Saturday 30 Mar 63 with no problems of note. The schedule is a little tight when launching a ferry flight, loading and departing within a four to five hour period.

6. No problem areas were encountered which might help future stagings, although the need to constantly monitor procedures and equipment was apparent on this as in all past stagings. It is recommended that we once again try to impress HQ's with the importance of informing the detachment of mission results as soon as possible.

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